

## **§ 32.05-1**

or insulated to insure against accidental shock. Such lead-ins shall be located so as not to interfere with the launching of lifeboats and life rafts.

[CGFR 65-50, 30 FR 16671, Dec 30, 1965. Redesignated by CGD 88-032, 56 FR 35820, July 29, 1991]

### **Subpart 32.05—Markings**

#### **§ 32.05-1 Draft marks and draft indicating systems—TB/ALL.**

(a) All vessels must have draft marks plainly and legibly visible upon the stem and upon the sternpost or rudderpost or at any place at the stern of the vessel as may be necessary for easy observance. The bottom of each mark must indicate the draft.

(b) The draft must be taken from the bottom of the keel to the surface of the water at the location of the marks.

(c) In cases where the keel does not extend forward or aft to the location of the draft marks, due to raked stem or cutaway skeg, the datum line from which the drafts shall be taken, shall be obtained by projecting the line of the bottom of the keel forward or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage shall be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

[CGFR 65-50, 30 FR 16671, Dec. 30, 1965, as amended by CGD 89-037, 57 FR 41821, Sept. 11, 1992]

## **46 CFR Ch. I (10-1-08 Edition)**

#### **§ 32.05-5 Vessel's name on equipment—TB/ALL.**

The equipment of all tank vessels, such as fire hose, fire axes, lifeboats, life rafts, life preservers, and lifeboats, shall be painted or branded with the name of the vessel upon which they are used.

#### **§ 32.05-10 Name of tankship—T/ALL.**

Every tankship shall have the name marked upon each bow and upon the stern, and the home port shall also be marked upon the stern. The name shall be in a light color on a dark ground, or in a dark color on a light ground, and shall be distinctly visible. The smallest letters used shall be not less than 4 inches in size. In addition, every tankship shall have her name conspicuously displayed in distinct plain letters, of not less than 6 inches in size, on each outer side of the pilothouse.

[CGFR 65-50, 30 FR 16657, Dec. 30, 1965, as amended by CGFR 72-104R, 37 FR 14233, July 18, 1972]

#### **§ 32.05-15 Name of tank barge—B/ALL.**

Every tank barge shall have its name or number carved, punch-marked, or welded on the main beam, inside the cargo hatch, or other suitable permanent part of the vessel's structure for the purpose of identification. The vessel's name or number shall be so displayed at the highest part of the vessel's hull or permanent structure that the name or number can be seen from either side.

[CGFR 65-50, 30 FR 16657, Dec. 30, 1965, as amended by CGFR 72-104R, 37 FR 14233, July 18, 1972]

### **Subpart 32.15—Navigation Equipment**

#### **§ 32.15-5 Whistles—T/ALL.**

(a) [Reserved]

(b) On tankships contracted for on and after November 19, 1955 means shall be provided to operate the whistle from a position adjacent to the main steering station and from the steering station on top of the pilothouse where such steering station is fitted. Details of the whistle operating devices shall meet the requirements of subchapter J

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(Electrical Engineering) of this chapter.

NOTE: Appendix A in 33 CFR subchapter D contains the International Regulations for Preventing Collisions at Sea, 1972.

[CGFR 65–50, 30 FR 16671, Dec. 30, 1965, as amended by CGD 74–125A, 47 FR 15230, Apr. 8, 1982; CGD 82–036, 48 FR 654, Jan. 6, 1983]

### § 32.15–10 Sounding machines—T/OCL.

All mechanically propelled vessels in ocean or coastwise service of 500 gross tons and over, and all mechanically propelled vessels in of 500 gross tons

and over and certificated for service on the River St. Lawrence eastward of the lower exit of the St. Lambert Lock at Montreal, Canada, must be fitted with an efficient electronic deep-sea sounding apparatus.

[CGD 95–027, 61 FR 25997, May 23, 1996]

### § 32.15–15 Anchors, Chains, and Hawsers—TB/ALL

(a) *Application.* Use the following table to determine which provisions of this section apply to you:

If you own . . .	And . . .	Then . . .
(1) A tankship or a manned seagoing barge.	It was constructed before June 15, 1987,	It must meet the requirements of paragraphs (d) and (f).
(2) A tankship or a manned seagoing barge.	It was constructed on or after June 15, 1987,	It must meet all the requirements of this section except paragraphs (d) and (e).
(3) An unmanned barge equipped with anchors.		It must meet the requirements of paragraphs (e) and (f).

(b) *Ocean, Coastwise, or Great Lakes Service.* Tankships in ocean, coastwise, or Great Lakes service and manned seagoing barges must be fitted with anchors, chains and hawsers in general agreement with the standards established by the American Bureau of Shipping. The current standards of other recognized classification societies may also be accepted upon approval by the Commandant.

(c) *Lakes, Bays, and Sounds, or River Service.* Tankships in lakes, bays, and sounds, or river service must be fitted with such ground tackle and hawsers as deemed necessary by the Officer in Charge, Marine Inspection, depending upon the size of the tankship and the waters on which it operates.

(d) *Tankships and Barges Constructed Before June 15, 1987.* For each tankship or manned seagoing barge constructed before June 15, 1987, except a barge specified in paragraph (e) of this section, the equipment previously accepted or approved is satisfactory for the same service so long as it is maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection (OCMI). If the service of the vessel changes, the OCMI will evaluate the suitability of the equipment.

(e) *Barges Equipped with Anchors to Comply with 33 CFR 155.230(b)(1).* Each barge equipped with an anchor, to com-

ply with 33 CFR 155.230(b)(1), must be fitted with an operable anchoring system that includes a cable or chain, and a winch or windlass. All components of the system must be in general conformity with the standards issued by a recognized classification society. Inquiries concerning classification society standards for anchoring systems should be directed to Commandant (GPSE-3), 2100 Second Street, SW., Washington DC, 20593-0001; telephone (202) 372-1378 or fax (202) 372-1925. If the Coast Guard finds that your anchoring system is not in general conformity with an approved standard, it will advise you how to bring it into such conformity.

(f) *Operation and Performance.* Each anchor, exposed length of chain or cable, and hawser must be visually inspected before the barge begins each voyage. The anchor must be stowed so that it is ready for immediate use in an emergency. The barge must have a working means for releasing the anchor that can be operated safely by one or two persons.

[CGD 84–073, 52 FR 18362, May 15, 1987; 52 FR 22751, June 15, 1987, as amended by USCG 1998–4443, 63 FR 71764, Dec. 30, 1998; USCG 1998–4443, 65 FR 31813, May 19, 2000; USCG–2006–25697, 71 FR 55746, Sept. 25, 2006]